

BookletChart™



Kill Van Kull and Northern Part of Arthur Kill

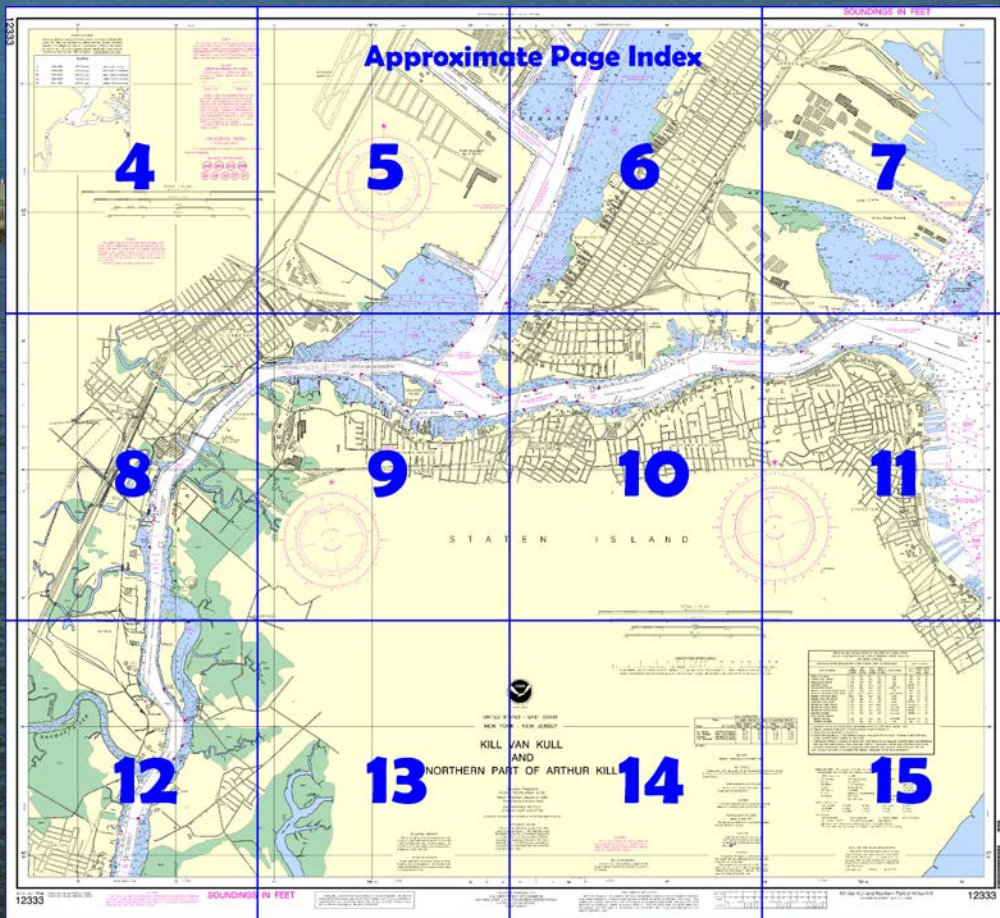
NOAA Chart 12333

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

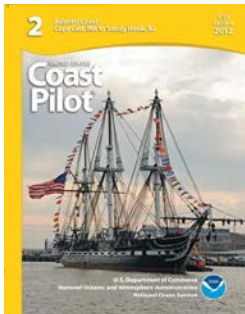
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12333>



(Selected Excerpts from Coast Pilot)

Arthur Kill is the narrow body of water separating Staten Island from New Jersey. The cities of Perth Amboy, Tottenville, Elizabeth, many large factories, and oil refineries and storage facilities are on its shores. Northern Arthur Kill and Kill Van Kull are the major channels for bulk, containerized, and petroleum cargo in New York Harbor.

Federal project depth in Arthur Kill is 35 feet.

Numerous sunken and visible wrecks are adjacent to both sides of the channel in Arthur Kill; caution is advised.

A liquefied petroleum gas (LPG) facility is on the west side of Arthur Kill south of **Morses Creek**. A moving **safety zone** has been established

around loaded LPG vessels transiting between Scotland Lighted Horn Buoy S at the entrance to Sandy Hook Channel and the LPG facility. The mean range of tide in Arthur Kill is about 5 feet. Throughout Arthur Kill the flood sets from Raritan Bay to Newark Bay and the ebb in reverse direction. Velocities of current vary from about 1 to 1.5 knots. In October 1991, tidal currents in Arthur Kill were reported to deviate significantly from official predictions published by the National Ocean Service. Mariners should exercise caution and discretion in the use of published tidal current predictions.

Rahway River enters Arthur Kill from westward, about 7.2 miles above Ward Point, and extends westward for about 4.5 miles to the town of **Rahway**. It is used only by small craft. In May 1981, a reported depth of 5 feet could be taken to Lamberts Wharf about 2.1 miles above the mouth and about 0.5 mile above the New Jersey Turnpike bridge. Name or location, type of span, distance above mouth, and clearances of the bridges over Rahway River are as follows: East Rahway, bascule, 1.7 miles, 6 feet; Linden and Carteret, fixed, 1.8 miles, 36 feet; Lawrence Street, fixed, 3.8 miles, 6 feet; U.S. Route 1/9, fixed, 3.9 miles, 23 feet; Milton Avenue, fixed 42-foot span, 4.2 miles, 4 feet; Monroe Avenue, fixed 30-foot span, 4.4 miles, 7 feet.

The **Goethals Bridge**, 10 miles above Ward Point, has a fixed span with a clearance of 137 feet over Arthur Kill just southward of Elizabethport. The railroad bridge, 200 yards above Goethals Bridge, has a vertical lift span with a clearance of 31 feet down and 135 feet up. The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KXS-237.

Elizabethport, about 11 miles above Ward Point, is the eastern part of the city of **Elizabeth**. It is at the northern end of Arthur Kill at its junction with Newark Bay.

Elizabeth River enters Arthur Kill from westward at Elizabethport. The overhead power cable just above the entrance has a clearance of 59 feet. South Front Street Bridge, just above the mouth of the river, has a bascule span with a clearance of 3 feet; South First Street Bridge, 0.5 mile above the mouth has a bascule span with a clearance of 5 feet; and Elizabethport railroad bridge, 0.8 mile above the mouth, has a bascule span with a clearance of 14 feet. The bridges above the railroad bridge have a least clearance of 3 feet.

Kill Van Kull separates the southern shore of the city of Bayonne from Staten Island and connects the Upper Bay of New York Harbor with Newark Bay and Arthur Kill. Kill Van Kull is a major channel for petroleum and bulk cargo in New York Harbor, and has extensive through traffic and large factories on its shores.

Physical Oceanographic Real-Time System (P.O.R.T.S.) is an information acquisition and dissemination technology developed by National Ocean Service, NOAA. The Port of New York and New Jersey Physical Oceanographic Real-Time System can be contacted via telephone 866-217-6787 or the Internet at: <http://www.co-ops.nos.noaa.gov>.

Caution.—Numerous sunken and visible wrecks are adjacent to both sides of the channel in Arthur Kill; caution is advised.

A liquefied petroleum gas (LPG) facility is on the west side of Arthur Kill immediately south of **Morses Creek**. A moving **safety zone** has been established around loaded LPG vessels transiting between Scotland Lighted Whistle Buoy S at the entrance to Sandy Hook Channel and the LPG facility. (See **165.1 through 165.7, 165.20 through 165.25, and 165.160**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

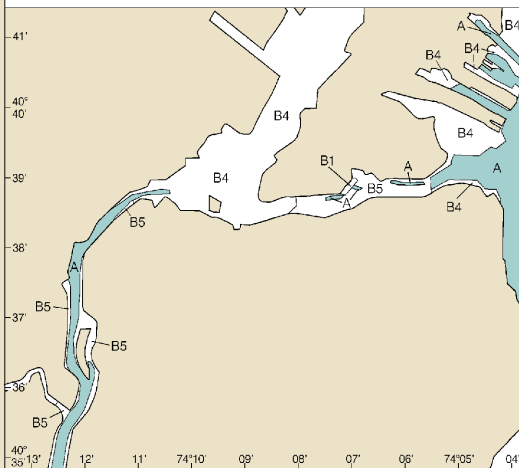


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2007	NOS Surveys	full bottom coverage
B1	1990	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage



NOTE B
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

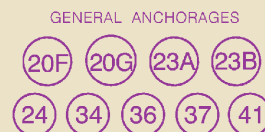
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



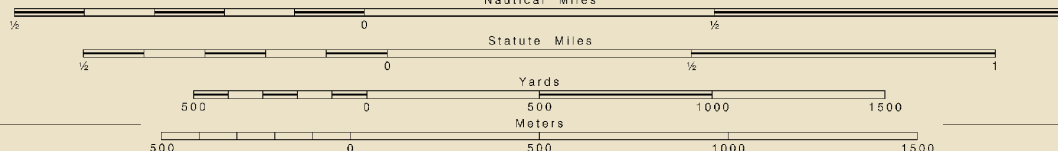
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

ANCHORAGE AREAS
110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.



SCALE 1:15,000
Nautical Miles



NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

Joins page 8

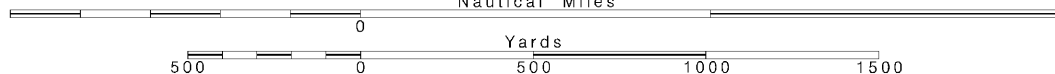
ELIZABETHPORT

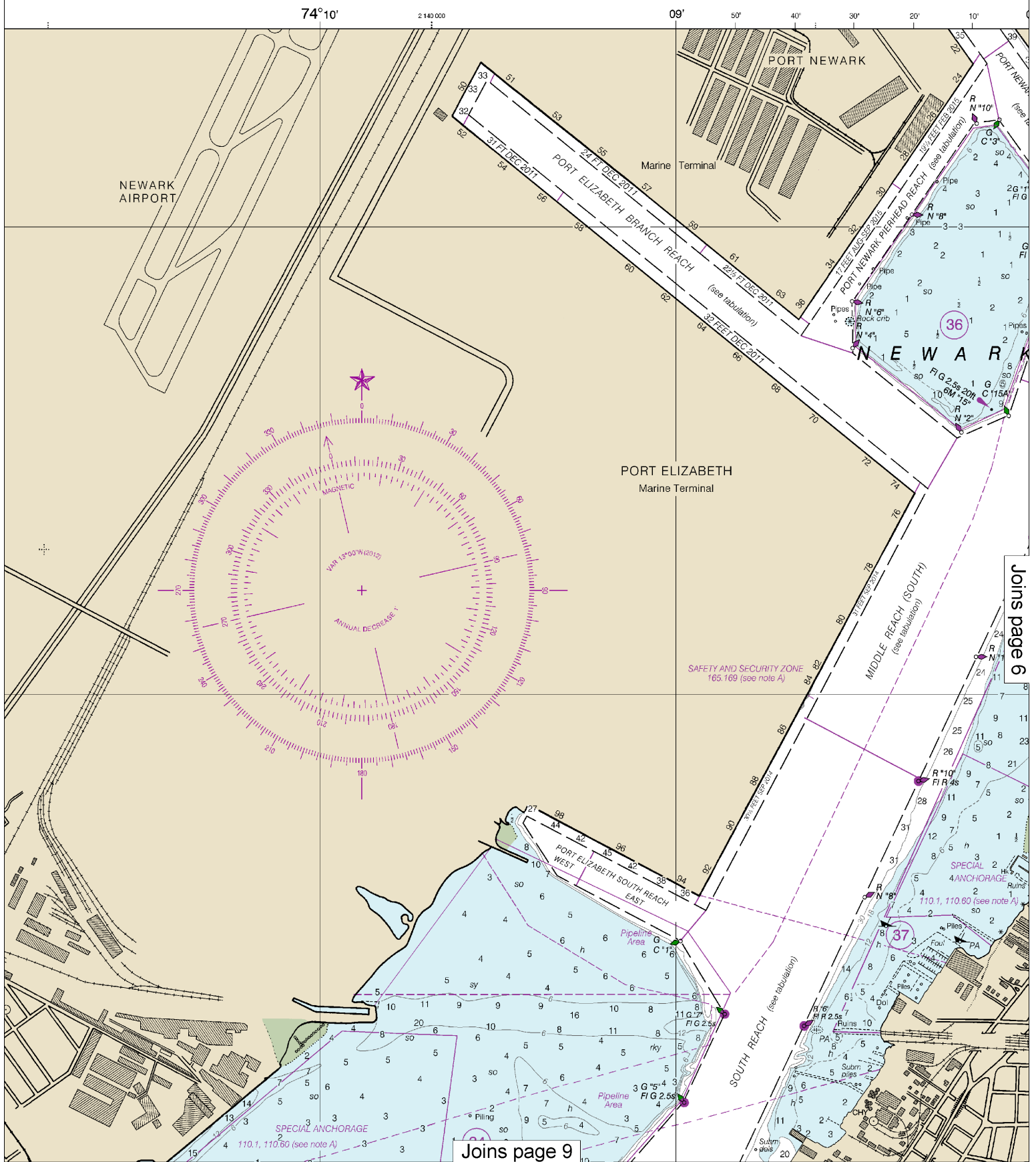
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



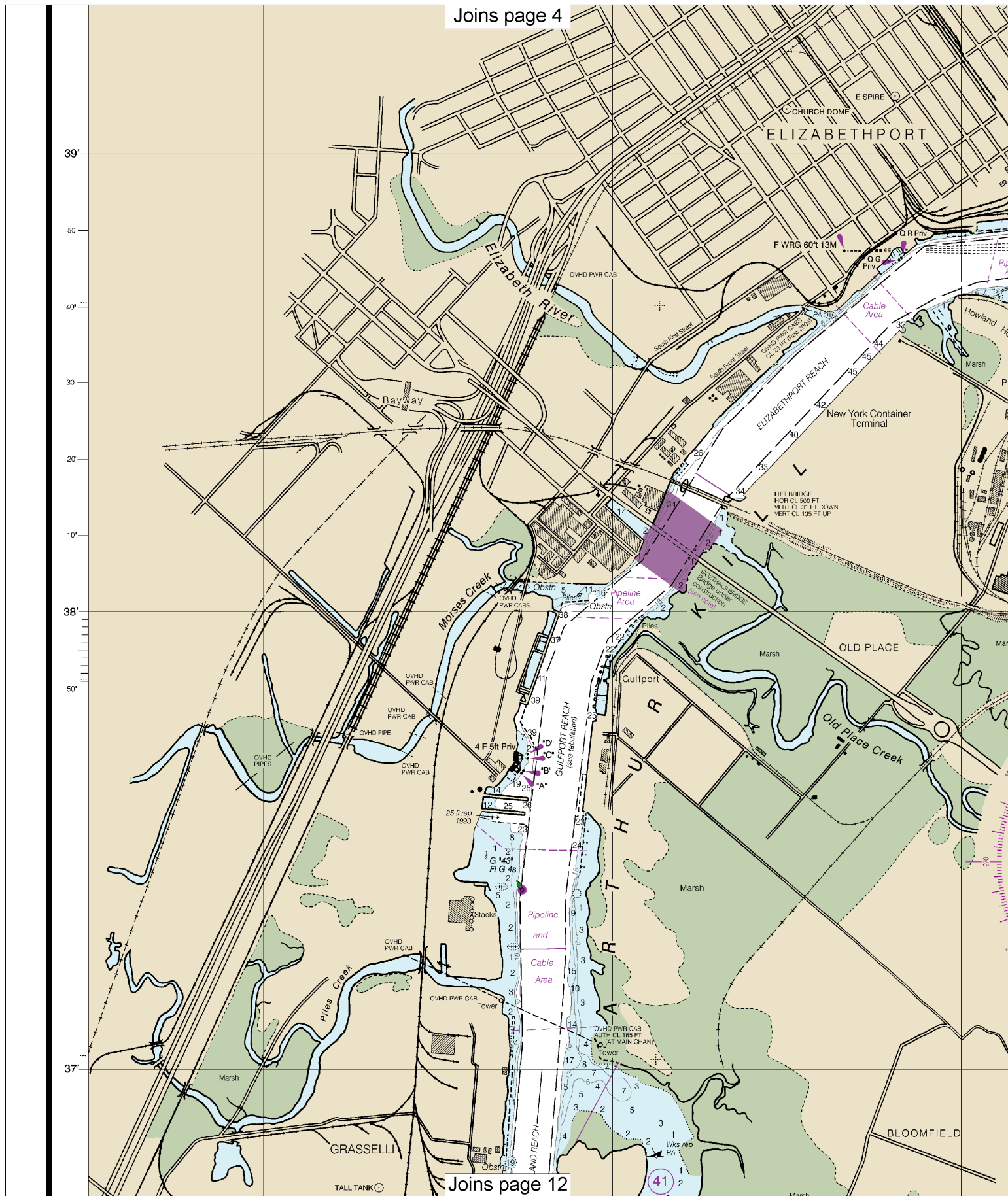


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:20000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

[illegible]

7

Joins page 4



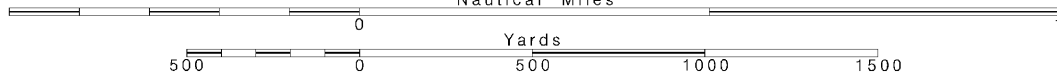
8

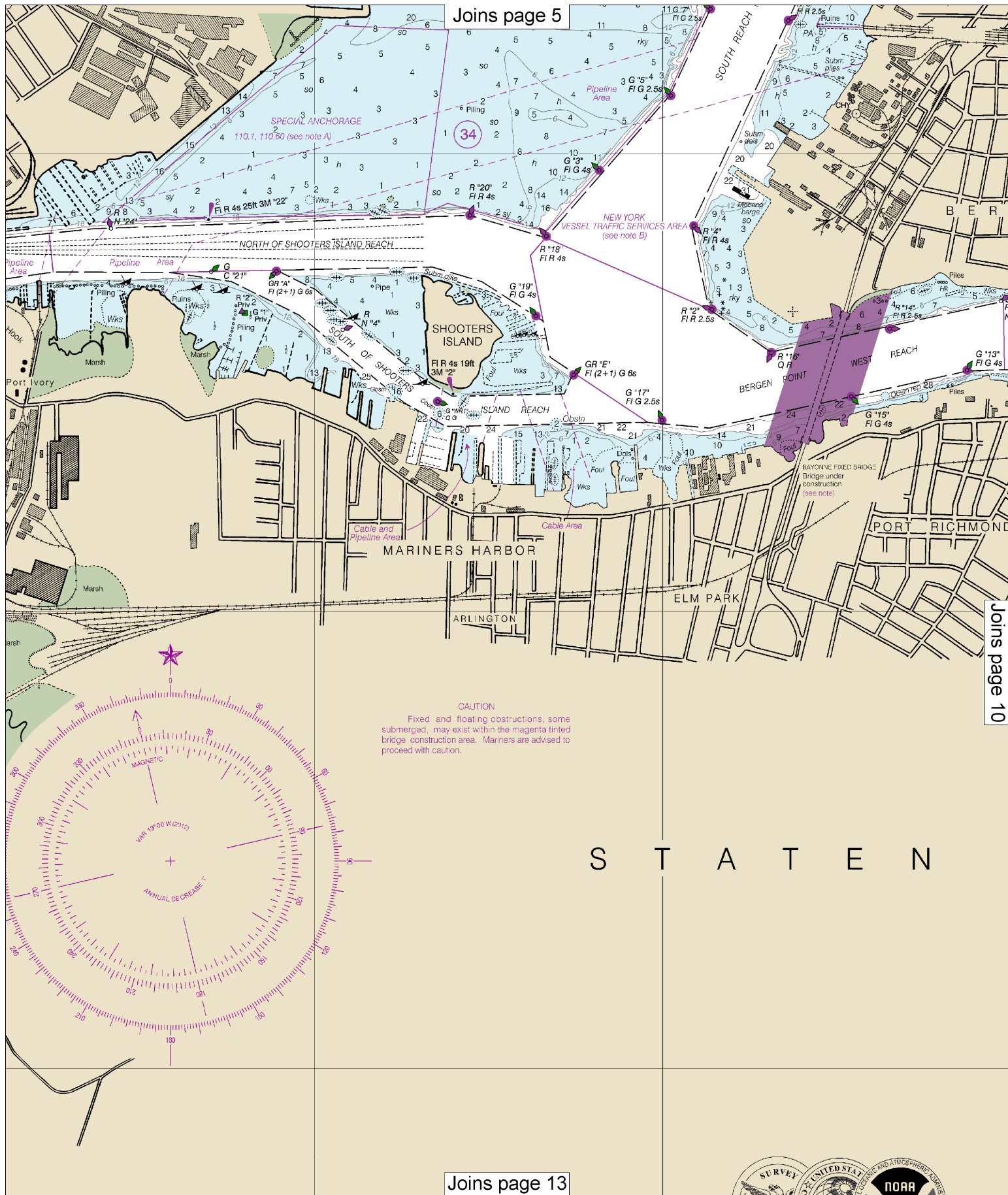
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





Joins page 10



10

Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

KILL VAN KULL AND NORTHERN PART OF ART

Mercator Projection
Scale 1:15,000 at Lat. 40°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.372' northward and 1.483' eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

74° 10'

2 140 000

09'

60'

40'

30'

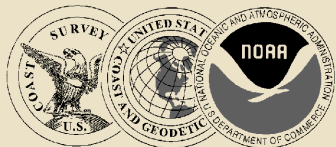
20'

10'

ET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



UNITED STATES - EAST COAST
NEW YORK - NEW JERSEY

KILL VAN KULL AND NORTHERN PART OF ARTHUR KILL

Mercator Projection
Scale 1:15,000 at Lat. 40°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

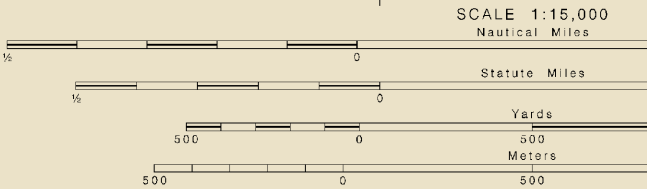
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.372" northward and 1.483" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



NAME
St. George
Port Newark
Chelsea
Port Elizabeth

Dashes (---) located in datum tide predictions, and tidal current (Nov 2012)

Hydrographic Survey, with Coast Guard

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

09' 50' 40' 30' 20' 10' 08' 50' 2 150 000 07'

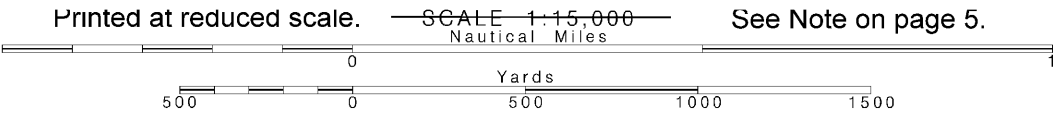
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

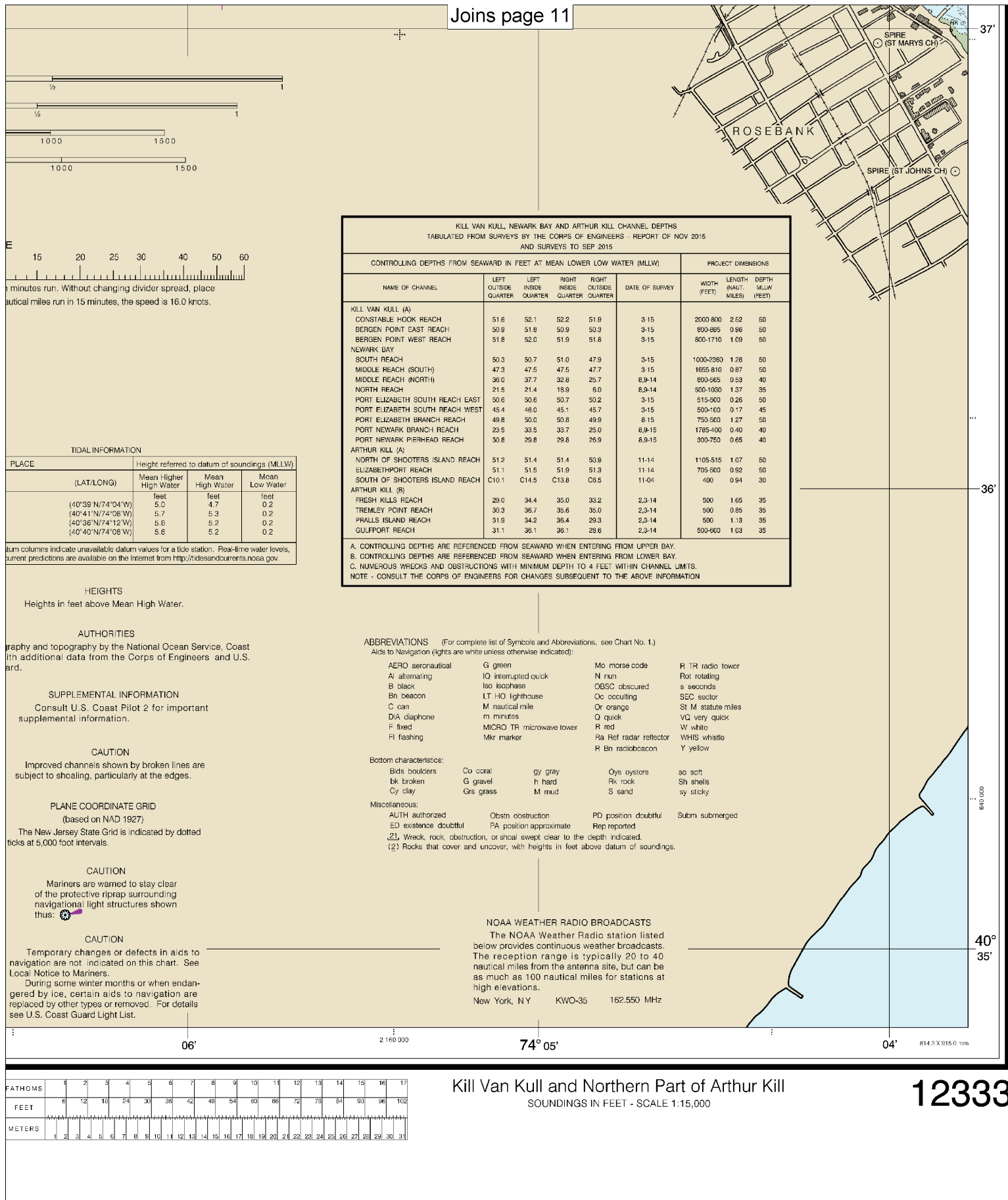
Joins page 13

RTS
azardous sub-
nse Center via
he nearest U.S
ommunication

RS
aced on many
dividual radar
aids has been

Note: Chart grid lines are aligned with true north.



Kill Van Kull and Northern Part of Arthur Kill
SOUNDINGS IN FEET - SCALE 1:15,000

12333

15



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.